

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY.

EUCALYPTUS OIL.

MESSRS. DAKIN, CRUICKSHANK & CO., LTD., were the first to introduce EUCALYPTUS OIL into Hongkong, and the quality of their import is still unsurpassed.

EUCALYPTUS OIL

Is a sovereign remedy for COLDS, INFLUENZA AND CATARRH. A first-rate Germicide. Is a more powerful disinfectant than carbolic acid.

FOR MOSQUITO BITES.

FOR USE IN THE BATH.

D. C. & Co's

EUCALYPTUS OIL.

BOTTLES—50 cents & \$1.

Hongkong, 12th September, 1894.

A. S. WATSON & CO., LIMITED.

VEGETABLE & FLOWER SEEDS.

SEASON 1894-95.

Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

HINTS FOR GARDENING have been issued and may still be obtained on application.

Our Seeds are all tested before being put up in London. They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in fine weather only and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally: It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each...\$1.75

" " " 25 lbs. " " \$4.50

Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS.

The Best and Cheapest Machines in the Market.

For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 15th September, 1894.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

D.F.A.T.H.

At Amoy, on the 15th instant, Mr. WILLIAM FENNING, of the Chinese Imperial Maritime Customs.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 20, 1894.

TELEGRAMS.

THE CHINA-JAPAN WAR.

LONDON, September 19th.

A naval battle has been fought in Korea Bay. The Japanese squadron attacked a Chinese fleet which was protecting transports at the mouth of the Yalu river, and retreated after losing four ships and many killed and wounded. Two Chinese cruisers were sunk and two driven on shore.

The remainder of the Chinese fleet returned to Wei-hai-wai. Admiral Ting was wounded. [There is no such place as "Korea Bay." Reuter, who should go and buy a ship's name without delay, evidently means the Gulf of Liao Tung.—Ed., H.K. Telegraph.]

THE WAR IN THE NORTH.

(Special to Hongkong Telegraph.)

THE NAVAL BATTLE.

IMPORTANT DETAILS.

Our special correspondent at Shanghai has forwarded the following additional particulars of the naval engagement that took place in the

Gulf of Liao Tung, near the mouth of the Yalu river, last Monday.

SHANGHAI, September 20th, 11.27 a.m.

The Chinese warships engaged in the battle were the *Ting-yuen*, *Chen-yuen*, *King-yuen*, *Ping-yuen*, *Lai-yuen*, *Chi-yuen*, *Chang-yuen*, *Tai-yuen*, *Chao-yuen*, *Yang-yuen*, *Kuang-chai*, *Kuang-feng*, and four torpedo-boats, which were conveying six transports full of troops to the Korean city of Alchou, on the Yalu river, to reinforce the Chinese army in the Peninsular Kingdom. The Squadron and transports arrived safely off the eastern entrance of the Yalu on Monday morning with the intention to land the troops inside the river at flood tide. At noon a fleet of nineteen Japanese warships hove in sight and immediately opened fire on the Chinese, who promptly responded. The engagement lasted until midnight, with disastrous results on each side. The Japanese war-vessels *Matsushima* and *Yoshino*, and the transport *Sakiko-maru* were terribly damaged.

The Chinese Fleet with the exception of the *King-yuen*, *Chi-yuen*, *Chao-yuen* and *Yang-yuen*, alleged to have been driven ashore or sunk by the Japanese, returned to Wei-hai-wai, conveying transports and showing signs of having been in action.

Particulars of damage to either Fleet not yet accurately known. It is reported that the China Merchants' steamer *Tuonan*, employed as a transport by the Chinese Government, has been lost, but the report wants confirmation.

The Chinese Fleet goes to Port Arthur to effect necessary repairs.

Admiral Ting and Major von Hanneken were slightly wounded in the engagement, but are sufficiently recovered to have been able to return to duty.

THE JAPANESE VERSION OF THE BATTLE.

We are indebted to Mr. Nakamura, Consul for Japan at this port, for the following particulars of the naval engagement between the Japanese and Chinese fleets in the Gulf of Liao Tung, of which some particulars were given in the last issue of the *Telegraph*.

SHANGHAI, September 18th.

A Japanese fleet met eleven Chinese ironclads and six torpedo-boats 35 miles north-east of the island of Ho-yang-to at 1 p.m. on Sunday, the 16th instant.

During the engagement that ensued, four Chinese men-of-war were sunk and one of the Chinese warships was burnt.

The Chinese set fire to one of their ships during the engagement.

The Japanese Fleet suffered very little damage.

THE TYPHOON.

The following is a report of the *Empress of Japan's* voyage from Woussong to Hongkong:—

Left Woussong on September 16th at 10.30 p.m., and had fresh north-east wind and squally weather with heavy rain and passing showers. The barometer read 29.83. On the 17th inst. at 1.50 a.m. passed the Tungsha Light ship, and experienced thick weather with rain, gradually clearing off. At 5.55 a.m. cleared Steep Island pass with moderate south-east wind and showery weather; thence to Turnabout Island had light to moderate north-east and easterly winds, with a mountainous north-east sea running. At 4.45 a.m. on the 18th the north-east wind freshened to a strong breeze with a high following sea. At 8 a.m. the same day passed Breaker Point light about nine miles off, and encountered a stiff north-east gale and exceedingly high sea, with heavy rain, thunder and vivid lightning. The barometer registered 29.63. At 2.15 a.m. on the 19th passed Pedro Blanco abeam, and experienced a strong gale with very high easterly seas and confused swell; barometer read 29.49. Then it was found advisable to reduce speed. At 6.10 a.m. slighted east Nines Rocks, when thick hazy weather was experienced, with a terrific sea running, it was impossible to approach the entrance to harbour. Stood off till the weather cleared a little between squalls. At 11.5 a.m. weather clearing stood in again, and a very high sea was running off the entrance to the Harbour. At 1 p.m. arrived in harbour, when the glass stood 29.50.

The Acting Director of the Observatory in his weather forecast to-day states:—At 10.45 this morning the typhoon was approaching the neighbourhood of Halphong.

LOCAL AND GENERAL.

THE P. & O. S. N. Co's steamer *Bombay* left London for this port on the 17th inst.

THE E. & A. Co's steamer *Memmut*, after being detained here weather bound for the past three days, weighed anchor at daylight this morning and resumed her voyage to the Antipodes.

A CHINESE pill-maker employed by the Hongkong Dispensary was sentenced to three months' imprisonment with hard labour at the Police Court this morning for attempting to smuggle 100 A. cigars out of Messrs. A. S. Watson & Co's premises last night in his gingham, and would have done so but for the vigilance of a watchman who stopped "pills" like game.

ALLISON'S VAUDEVILLES, a high-class company of talented comedians, will make their first appearance before a Hongkong audience at the Theatre Royal, City Hall, to-night, in a varied programme which, we are assured, will knock all the "blues" engendered by the plague out of the heads of the audience. We shall be there. This is a good show and deserves support.

£3,000 sterling is the sum which we believe at present Messrs. Butterfield and Swire, the local agents for the Scottish Oriental Steamship Company, have tendered as a *quid pro quo* for the services rendered to the German steamer *Rio* (Messrs. Weller & Co., agents) by the *Phra Chom Klao* which, as reported in these columns on the 15th instant, she towed into port, disabled and with Chinese passengers on board who had taken passage in the German vessel from Saigon to Hongkong.

The Korean political refugee Pak, who recently returned to Seoul at the instance and under the protection of the Japanese Government in accordance with a telegram published in the *Japan Mail* of the 15th inst., about to return to Dai Nippon, owing to the opposition he has met with from high Korean officials. Opposition is distinctly good, and the use of that word is quite comprehensible when the strict censorship of the Press exercised by the Government of the Mikado is taken into consideration.

We are waiting for the *Daily Press* to make some amends for the cowardly, contemptible and lying attack it made on Admiral Ting in its issue of the 15th inst. As we stated at the time, the report of degradation, etc., of the Admiral for cowardice and incapacity was on the face of it a Japanese-inspired cowardly unworthy of notice, and the absolute accuracy of that statement cannot be challenged. Will the writer of the article in the *Daily Press* kindly favour us with a call at any time convenient to himself? If he will do so, we promise him a most hospitable reception.

THE sale of the "Ocean" liner *Sarpedon* to a Japanese merchant of Osaka is reported.

THE Canadian Pacific Railway Co's steamship *Empress of China* left Vancouver for this port on the 18th inst.

THE Chinese prisoners captured by the *Nantua* Kan on the *Tsao-Kiang* six weeks ago are imprisoned at Mushin.

THE *Myo* "Mutual" liner *Myo*, recently sold to the Japanese Government, arrived at Yokohama from Cardiff last week, and was at once taken over by her new owners.

THE *Empress of Japan*, formerly commanded by Prince Henry of Prussia, brother of the Emperor William, will shortly be sent from Europe to reinforce the German squadron in the Far East.

THE *Empress of Japan*, in the capacity of Commander-in-Chief of the Japanese Army and Navy, left Tokyo for Hiroshima on the 12th inst., accompanied by Prince Arisugawa and Count Ito.

APPLICATIONS in connection with the \$30,000,000 loan recently floated by the Japanese Ministry of Finance are stated by our Yokohama correspondents to have totalled upwards of \$60,000,000.

THE Nippon Yusen Kaisha's steamer *Soya Maru* (late the *Hesperia*), was still on the ground between Kobe and Hiroshima, according to late advices from the former port. No sailing results anticipated.

ALL the foreign Ministers, except the British Consul-General, attend a reception at the Japanese Legation in Seoul on the 18th inst. held in honour of the Marquis Saloni, who recently arrived in Korea on a special mission.

It is stated in a Japanese vernacular organ that a vessel plying for Chinese captives is to be built at the compound of the Maru-mura Garrison in Sasebo province. A first draft of the prisoners captured at Sasebo is already in Japan.

It is rumoured that the fast and furious British commerce destroyer *Tweed*, which has so long been one of the "leading marks" in the waters of the Colony, is undergoing extensive repairs preparatory to going north to sweep the seas. It is said to be in the hands of the Japanese.

A TYPHOON passed over Kobe on the 17th inst., sinking a couple of yachts—one the property of our erstwhile local champion sculler, E. B. Shepherd, two or three cargo-boats, and taking the toll of several houses. Only one death was reported—that of a native blacksmith who was working some repairs in the house of Mr. E. S. Hitchcock, on the Hill.

BETTING on the war. At the commencement of the Japanese campaign in Korea, according to our reports, the odds were 10 to 1 in favour of Japan, but later on odds in favour of Japan rose to 10 to 1, and then to 7 to 3. Foreigners in Shanghai are reported by the *Night Night* to have laid 10 to 1 in Japan's favour—in Hongkong the odds are in favour of China, 2 to 1 being freely accepted by the partisans of Dai Nippon.

THE crew of the *Flintshire*, recently sold to the Japanese for £38,000, arrived here yesterday by the N.D.L. steamer *Norddeutscher Lloyd*. The *Flintshire*, Captain Bayle, late of the *Flintshire*, has gone home by the Canadian Pacific route to take command of a new "Shire" boat, which will be "Shire" to her owners in November. The new "Shire" liner will, we understand, be christened *Braconshire*, and will be followed to the East by two other new vessels, of about 3,000 tons each, in January and April of next year.

PATRIOTISM with a vengeance. Some of the *galkos*, or dancing girls, of Kobe, according to our advices from Japan, have resolved not to work upon any Chinese in future, while restaurant-keepers are consulting with a view to refuse Chinese entrance to their houses. It might be well, remarks a Kobe paper, for some of these patriotic spirits to remember that their Government has extended protection to the Chinese resident in the Land of the Rising Sun, who ought therefore to be treated with courtesy and consideration.

THE Korean Government is stated by a Japanese contemporary to have notified the representatives of the Great Powers in Seoul that Korea has formed an offensive and defensive alliance with Japan with a view to the invasion and defeat of China. Saying that the Japanese have installed Pak, the political refugee and associate of Kim Ok-in, in high offices in Seoul, and that Mr. Ok-in, the special envoy of the Mikado, is the virtual ruler of Southern Korea, and that, in addition to the Great Powers will doubtless be taken *cum grano* for the present.

At the Supreme Court this morning, before Mr. A. G. Wise, Acting Judge, sitting in Summary Jurisdiction, Abdul Rasack, boarding house keeper, sued Capt. Brake of the *Caledonian*, for \$130 claimed by a Japanese cook whom the complainant had engaged by the Captain's orders. The complainant while speaking of the whole truth, etc., was silenced by the Judge, who said he had no right to bring suit against the Captain, and in so doing he was committing contempt of court, because he had taken out the summons in his own name and not in the name of the cook, who was really the claimant. The case was, of course, dismissed with costs.

MR. LANDOR writing to the *Fortnightly* about the capabilities of the "Korean" "Lap-rogue" says that the "Korean" "Lap-rogue" is infinitely better than that of their neighbours, the Chinese or the Japanese. I can give an instance of a Mr. Chung who was appointed interpreter to Mr. C. R. Gresham, the Vice-Minister of Home Affairs in Korea, and foreign adviser to the King, who in less than two months learned English well enough to speak and understand perfectly. I have seen him learn by heart out of a dictionary as many as two hundred English words in a day, and what is more remarkable every one did I hear him make a comical mistake. He was not quite grasping the meaning of the word "twelve" and answering a question I had asked him "12, 8, 7," said he, "I have a twin brother who is three years older than I am." After this the Deluge!

INFORMATION reached Kobe on Tuesday, the 17th inst., that a transport had been in collision with a tank steamer off Rokusan Island. As no wreck steamer was reported there, however, the information was doubted. The facts of the case were subsequently found to be that a collision occurred early on the morning of the 16th inst. between the *Myo* and the "Union" Line steamer *Lepanto*. The weather is reported to have been "black" at the time, and the *Myo* was so seriously injured that she had to be towed to Rokusan Island. The *Lepanto* appears to have been practically unharmed by the impact, or so slightly as not to interfere with her sailing at Kobe and proceeding to Kobe. The *Kobe Chronicle* understands that the *Myo* was seriously damaged, and therefore most probably had troops on board, but whether any of those on the vessel were injured is not known.

"COUNT" von Ulrich, who is on his way to a gaol in Germany in the *Gara*, slept at Leitbridge Lodge last night and was "seen off" by Detective Holt this afternoon. We wish the genial and enterprising "Count" bon voyage.

THE overdue Norwegian steamer *Bygde*, 996 tons, from Saigon, has not yet put in an appearance here, nor has the M. M. Co's outward bound steamer *Oceanic*, which left Saigon bound for this port on the 12th instant—a week ago!

THE Japanese army, on a peace footing, consists of 100,000 men, which number be brought up to nearly 250,000, with reserves, in time of war. It is efficiently represented by all arms of the service, the cavalry being perhaps the weaker portion. The army is recruited by conscription, and is well organised in all its branches, having been trained by French and German officers. The troops are all armed with the Murata repeating rifle, which is manufactured in Japan at the arsenal at Tokyo; its bore is .303, the same as the British Lee-Enfield; it is sighted to 1,200 metres, and carries the rounds in the magazine. The bullet is made of lead coated with copper.

THE HONGKONG RETRENCHMENT COMMITTEE.

ON the effect of the present war on the cotton spinning of the country, the *Daily Herald* tells us it is said that "as the industry has most close relations with China, the Japanese spinners deputed a committee to examine into the matter. The result of their investigations is, that during the present war, transactions of spinners with China could not be carried on so easily as heretofore, and affairs are not so difficult as may be thought. True, contracts for future delivery may not be possible, but the sale of ready-made articles could be made as before. In case China should prohibit the import of Japanese spinning, spinners could export to Europe, and thence export to Shanghai. China may also prohibit the export of cotton, but the present being out of season for import, no difficulty is experienced on that point."

MR. W. BLAYNAV, the energetic plague-worker and Hon. Secretary and Treasurer of the "Hongkong Mistrals," has decided to postpone the variety entertainments advertised for Saturday, the 22nd instant, until after the Allison Vaudevilles have closed their brief season in Hongkong, and in consideration thereof Mrs. Allison has, we are informed, invited the "Hongkong Mistrals" to assist at a monster smoking concert to be given in the Theatre Royal at an early date, from the proceeds of which the Vaudeville management will contribute 25 per cent to the Plague-workers Fund, a fact that should result in our only theatre being literally crisscrossed. "Smokers" are always popular in Hongkong, and the one to be given under the auspices mentioned will doubtless prove one of the greatest successes of the season.

THE Japanese crew of a Norwegian steamer, which left Kobe for Shanghai some time in July, with the intention of running on the China coast, had a rather unpleasant experience after war broke out, says the *Kobe Chronicle*. In July the steamer was chartered by the Chinese Government for three months for the purpose of transporting stores between Shanghai and Formosa. She left Shanghai for Taiwan on the 16th of July, taking on board guns, gunpowder, British coal, rice, cement, lead, &c. &c., together with about sixty Chinese coolies, who are believed to have been in reality soldiers. By the time the steamer arrived at Tamsui, hostilities had commenced, and the Tamsui came to the landing-place with 300 Chinese soldiers and prohibited the landing of any of the crew. The steamer and her cargo were ordered to the Captain to hand over the Japanese who were on board. The Captain refused, however, to do so, and with the aid of a Chinaman who had lived for a long time in Yokohama, was at last successful in securing the transfer of the men to another steamer, which shortly afterwards left the port. The men returned to Japan by the German steamer *Clara* a few days ago.

On the 23rd ultimo the State Department initiated the next phase of the Behring Sea sealing question by addressing an identical note to all the maritime Powers, inviting them to adhere to the agreement reached by the United States and Great Britain relative to the protection of the seal fisheries. This, it is stated, was made necessary by the award of the Paris arbitration, which found the United States had no exclusive jurisdiction over the seal waters and that these could be protected only by mutual agreement. By the terms of the treaty submitting her case to arbitration Great Britain was bound to agree to the rearrangement as to the closed seasons and closed zones imposed by the arbitration tribunal. This, it is pointed out, could have no effect upon other nations, and vessels sailing under the flag of Germany, France, Russia, Sweden, or even Hawaii, were left by the award to prey upon the seals anywhere outside of the three mile limit from the Alaskan shores and islands. To meet this the tribunal recommended that an effort be made to secure the adhesion of other Powers to the same arrangements that bound Great Britain and the United States. There were indications that certain enterprising merchants were making ready to conduct a full scale campaign under other flags than our own and Great Britain, notably the Hawaiian and German flags, and it was felt to be the only prudent course to avoid any disagreeable incidents in the future to invite the adhesion of the remaining maritime nations to the agreement.

THE SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. H. May (Captain Superintendent of Police) presided, and were also present Mr. W. Chatham (Acting Director of Public Works), Dr. B. P. C. Ayres (Colonial Surgeon), Mr. R. K. Leigh, Mr. J. J. Francis, Q.C., and Mr. E. A. Ram, Acting Secretary.

MINUTES.

The minutes of the last meeting were read and confirmed.

OUR WATER SUPPLY.

The following letter concerning an increased water supply was read:—

Colonial Secretary's Office, Hongkong, 17th September, 1894.

Sir,—In reply to your letter No. 60 of the 4th instant I am directed to state for the information of the Sanitary Board that it is proposed to construct a subsidiary reservoir to contain about 800,000 gallons of water in addition to raising the height of the dam at Tyinui.

THE total additional storage is estimated at 1,000,000 gallons.

I have the honour to be, Sir, Your most obedient servant, J. H. STUART LOCKHART, Acting Colonial Secretary.

THE Sanitary Board, without discussion, has adopted the following resolution:—

A resolution was passed by the Sanitary Board, to the effect that the Sanitary Board should be empowered to take such steps as may be necessary to secure the health of the community, and to prevent the spread of plague.

The Sanitary Board has also decided to take such steps as may be necessary to secure the health of the community, and to prevent the spread of plague.

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The Share Market.

LATEST QUOTATIONS.

BANKS.
 Hongkong and Shanghai Bank—92 per cent.
 The National Bank of China, Ltd.—on £800
 paid up—84, sellers.
 The National Bank of China, Ltd.—Founders'
 shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—
 nominal.
 The Bank of China, Japan & the Straits, Ltd.—
 Founders' shares—£5, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent.
 premium.

MARINE INSURANCES.

Union Insurance Society of Canton—\$130 per
 share, buyers.
 China Traders' Insurance Company—\$65 per
 share, buyers.
 North China Insurance—Tls. 175 per share,
 buyers.
 Canton Insurance Company, Limited—\$140 per
 share, buyers.
 Yangtze Insurance Association—\$75, sellers.
 On Tai Insurance Company, Limited—Tls. 15
 per share.
 The Straits Insurance Co., Ltd.—\$174 per share,
 sales and sellers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—\$180 per
 share, buyers.
 China Fire Insurance Company—\$77 per share,
 buyers.
 The Straits Fire Insurance Co., Ltd.—\$204 per
 share, sellers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—
 \$36 per share, sellers.
 China and Manila Steam Ship Company—\$65,
 buyers.
 Indo-China Steam Navigation Company, Limited
 —\$44, sellers.
 Douglas Steamship Company—\$48, ex. div.,
 sales and buyers.
 China Mutual Shippers Co., Ltd.—(Preference)—
 26 per share, nominal.
 China Mutual Shippers Co., Ltd.—(Ordinary)—
 21 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—\$156
 per share, sellers.
 Luen Seng Refining Company, Limited—\$48,
 buyers.

MINING.

Punjom Mining Co.—(Ordinary)—\$6.15 per
 share, buyers.
 Punjom Mining Co.—(Preference)—\$1.00 per
 share, sellers.
 The Rubb Gold Mining Co., Limited—\$5.10 per
 share, buyers.
 The New Himalayan Gold Mining Co., Limited—
 \$2 per share, buyers.
 Societe Francaise des Charbonnages du Tonkin.
 —\$70 per share, sellers.
 The Leitch Mining and Trading Co., Limited—
 \$5.75, sales and sellers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—78 1/2
 per cent. premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$20 per share,
 sales and buyers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$37 per share, buyers.
 Wanchai Warehouse Co., Ltd.—\$40 per share,
 sellers.

HOTELS.

Hongkong Hotel Company—\$10 per share,
 buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures
 \$101.
 The Shamoon Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land Investment Co., Limited—
 \$10 per share, sellers.
 The Hongkong Land Investment Co., Limited—
 \$11, sellers.
 The West Point Buildings Co., Limited—\$20
 per share, buyers.
 Humphreys Estate and Finance Co., Ltd.—\$14
 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—\$104 sales and
 sellers.
 Dabbs, Crutchfield & Co., Limited—\$12 per
 share, sales and buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—\$6 per
 share, sellers.
 H. G. Brown & Co., Limited—\$4 per share,
 buyers.
 Hongkong Rope Manufacturing Company,
 Limited—\$108 per share, buyers.
 Hongkong Gas Company—\$115 per share, buyers.
 Hongkong Ice Company—\$78 per share, sellers.
 Hongkong and China Bakery Company, Limited
 —\$20 per share, sellers.

ON LONDON—Bank, T. T.

Bank Bills, on demand2/2
 Bank Bills, at 4 months' sight2/2
 Credits at 4 months' sight2/2
 Documentary Bills, at 4 months'
 sight2/2
 ON PARIS—
 Bank Bills, on demand2/75
 Credits at 4 months' sight2/81
 ON INDIA—
 T. T.
 On Demand194
 ON SHANGHAI—
 Bank, T. T.
 Private, 30 days' sight74 1/2
 Sovereigns (Bank's buying rate)88.95
 Silver (per oz.)29 1/2

VISITORS AT THE HONGKONG HOTEL.

Mrs. Allison. Mr. and Mrs. Daniel H.
 Captain R. A. Anderson. Kelly
 Mr. A. Baylen. Mr. R. Kinghorn.
 Mr. W. Blayney. Mr. R. Lyall.
 Mr. L. Le Breton. Mr. T. Mitchell.
 Mr. J. Boyer. Mr. Oscar Nodt.
 Captain R. Crawford. Mr. W. Parfitt.
 Captain C. Dadd. Mr. C. Rombold.
 Mr. W. A. Duff. Mr. C. Seymour.
 Mr. J. J. East. Mr. F. E. Sheen.
 Mr. C. N. Edson. Mrs. A. Smith.
 Mr. C. H. Freeman. Mr. Tatlock.
 Mr. D. Galvan. Mr. W. Whalley.
 Captain G. Gibb. Mr. Alf. James.

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. J. E. Buckle. Capt. and Mrs. Moore.
 Mr. J. A. E. Chaudet. Mr. F. Morony.
 Mrs. Con. Mr. C. Nilsen.
 Mr. H. Crombie. Mr. W. Parfitt.
 Mr. H. L. Dalrymple. Mr. N. Plant.
 Mr. F. Delbanco. Mrs. Robinson and
 children.
 Mr. J. P. Dowling. Mr. Sandelands.
 Mr. Geo. Fenwick. Mr. F. H. Slaghek.
 Mr. W. S. Harrison. Mr. A. M. Findlay.
 Mr. Geo. Holmes. Smith and family.
 Mr. J. E. Macrae. Capt. & Mrs. Stokham.
 Mr. Morton Jones. Mr. A. G. Stokes.
 Mr. Medhurst.

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer
Oceanien, with the outward French mail, left
 Singapore on the 12th instant at 2 p.m., and
 is now over due.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *China*, with
 mail, &c., from San Francisco on the 28th ult.,
 and may be expected here on the 24th.
 The O. & O. S. S. Co.'s steamer *Belgia*, with
 mails, &c., left San Francisco for this port via
 Yokohama and Nagasaki, on the 8th instant.
 The P. M. S. S. Co.'s steamer *Peru*, with
 mails, &c., left San Francisco for this port via
 Yokohama, and Nagasaki on the 15th instant.
NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer
Sikh left Tacoma on the 16th instant, for this
 port via Japan ports.

THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left
 Singapore on the 18th instant, and may be
 expected here on the 26th.

STEAMERS EXPECTED.

The China Mutual steamer *Peking*, from
 Glasgow and Liverpool, left Suez for Singapore
 on the 5th instant, and may be expected here
 tomorrow.
 The P. & O. S. S. Co.'s steamer *Oceanic*, from Ham-
 burg, left Singapore on the 14th instant, and may
 be expected here tomorrow.
 The P. & O. S. S. Co.'s steamer *Stam* left
 Singapore on the 18th instant, and may be
 expected here on the 23rd.
 The P. & O. S. S. Co.'s steamer *Malacca*
 left Bombay on the 11th instant, and may be
 expected here on the 20th.
 The N. G. I. steamer *Hingpo* left Bombay
 on the 9th instant, and may be expected here on
 the 30th.

Shipping.

ARRIVALS.

NAMOA. British steamer, 863, H. C. A. Harris,
 20th Sept.—Foonchow 16th Sept., Amoy 17th,
 and Swatow 19th, General.—D. Laprak &
 Co.
FORNIA. British steamer, 674, A. E. Hodgkins,
 20th Sept.—Tamsui 13th Sept., Amoy 15th,
 and Swatow 16th, Camphor and General.—
 D. Laprak & Co.
TACOMA. British steamer, 1,661, V. Perks, 20th
 Sept.—Tacoma 2nd August, and Yokohama
 9th Sept., General.—Doddwell, Carill &
 Co.
TAILEY. German steamer, 828, T. Calender, 20th
 Sept.—Nagasaki and Chiofo 13th Sept.,
 Bala and General.—Meyer & Co.
KIEL. German steamer, 834, M. W. Kridel,
 20th September.—Foonchow 18th September,
 General.—C. M. S. N. Co.
PRINCE. British steamer, 118, Raymond, 20th
 September.—Amoy 17th Sept., General.—
 Chinese.

CLEARANCES AT THE HARBOUR OFFICE.

Active, Danish steamer, for Hoihow, &c.
City of Peking, American str., for Yokohama
 and San Francisco.
 September 20, *Holstein*, German steamer, for
 Saigon.
 September 20, *Lokang*, British steamer, for
 Shanghai.
 September 20, *Mathilda*, German steamer, for
 Saigon.
 September 20, *Yarra*, French str., for Saigon and
 Marseilles.
 September 20, *City of Peking*, American str., for
 Yokohama and San Francisco.
 September 20, *Hongkong*, French steamer, for
 Hoihow and Halphong.

PASSENGERS—ARRIVED.

Per *Formosa*, from Tamsui, &c.—96 Chinese.
 Per *Namoa*, from Foonchow, &c.—Messrs. H.
 C. Matheson, Tong Seng Tan, and 41 Chinese.
 Per *Tacoma*, from Tacoma, &c.—Messrs. B. F.
 and Mrs. West and 5 children, and 53 Chinese.
 Per *Yarra*, from Hongkong for Aden.—Mrs.
 Keller, and Miss Allison. For Port Said.—Mr.
 Florentini. For Marseilles.—Mr. H. W.
 Slade. From Shanghai for Saigon.—1 European.
 For Marseilles.—Miss L. Monteggia,
 R. Griffin, W. White, and Faidan. From
 Yokohama for Saigon.—Mr. Ch. Gallier.
 For Singapore.—Captain Harvey, Messrs. L.
 Antoine, H. Crane, and Armstrong.
 For Saigon.—Mr. L. Savatier. From Kobe
 for Saigon.—Mr. and Mrs. Berger. For Singapore.
 —Major Masters, Messrs. Tamura and Nakada.
 For Port Said.—Messrs. Tanji, Kodama, and
 Fujimoto. For Marseilles.—Mr. Deguez.
 Per *Gara*, from Hongkong for Colombo.—Mr.
 Andrew Graham, and 8 Chinese.
 For Genoa.—Mr. and Mrs. Gossila and 3 children. Captain
 F. W. Schultz, and Mr. F. Selig. For Bremen.
 —Mrs. Jacobson and 4 children, and Mr. Rasby.
 For Southampton.—Mr. and Mrs. Halcombe.
 Messrs. Tang, Pang, Kee, Hay. From Shang-
 hai for Colombo.—Mr. and Mrs. Grayson. For
 Port Said.—Mr. B. Babenco. For Bremen.
 —Messrs. T. Wolf and G. Schmitz. For London.
 —Mrs. H. D. Amott, Miss Michelson, and
 Mr. F. Tolch. From Yokohama for Singapore.
 —Messrs. Wells and Johnson. For Amoy.
 —Mr. and Mrs. G. Bunichoten. For Southampton.
 —Captain W. A. Crane, Dr. Richard, Dr. H.
 Milne, Messrs. Ad. Cox, Geo. Hudson, Geo.
 Robertson, J. L. Dick, M. G. Simon, G. Scott,
 H. Grosvenor, T. Stevens, Tagani, Tolada, R.
 Williams, J. W. Grosse, R. Munson, W. Hendry,
 and H. Peterson. From Nagasaki for Singa-
 pore.—Mrs. Hayashi, Chite, Mrs. Hanzachi,
 Tatsu, Misses Ocho, Oger, Omaki, and Otao.
 For Delhi.—Mrs. Takahashi. For Southampton.
 —Mr. D. Lamont. For Bremen.—Mr. A. Red-
 dellen.

Per City of Peking, for Yokohama.—Messrs.

A. Faber and M. Rowleson.

REPORTS.

The German steamer *Tailor* reports that
 she left Newchwang and Chiofo on the 13th
 instant, and had light to moderate winds and
 sea until the 17th. From Tamsui had strong
 north-east winds and high sea. On the night
 of the 18th and 19th experienced very heavy
 weather with squalls, but ship drove to the
 20 bows; those to port had strong south-east
 and east-south-east winds and high sea.

The British steamer *Namoa* reports that
 she left Foonchow on the 16th instant, Amoy on
 the 17th, and Swatow on the 19th. From
 Foonchow to Amoy and Swatow had strong north-
 east winds and high following sea with fine clear
 weather. From Swatow to port had moderate
 south-east winds and heavy swell with cloudy
 and rainy weather. In Foonchow the steamships
Xil and *Pi Vorwaris*. In Swatow the steamships
Fukshan, *Pochi*, and *Pekin*.
 The British steamer *Formosa* reports that
 she left Tamsui on the 13th instant, Amoy on
 the 15th, and Swatow on the 19th. From
 Tamsui to Amoy had moderate north-east
 breeze and cloudy weather with smooth sea.
 From Amoy to Swatow had moderate north-east
 breeze and sea with cloudy weather. From
 Swatow to Hongkong had moderate south-east
 breeze and cloudy, squally weather with rain
 and a heavy south-east sea. In Tamsui the
 steamship *Bjore*. In Amoy the steamships
Zaffro and *Wulan*. In Swatow the steam-
 ships *Pochi*, *Dravongwa*, *Pekin* and *Pakshan*.

Post Office.

A MAIL WILL CLOSE—

For Swatow, Amoy, and Tamsui.—Per *Formosa*
 tomorrow, the 21st instant, at 9.30 A.M.
 For Swatow, Foonchow, and Tamsui.—Per
Amoyang to-morrow, the 21st instant, at 11.30
 P.M.
 For Nagasaki and Kobe.—Per *Malwa* to-
 morrow, the 21st instant, at 11.30 A.M.
 For Macao, Port Darwin, Thursday Island,
 Cooktown, Townsville, Brisbane, Sydney, and
 Melbourne.—Per *Chingwa* on Saturday, the 22nd
 instant, at 3.30 P.M.
 For Singapore, Penang, and Calcutta.—Per
Chiyara on Monday, the 24th instant, at 11.30
 A.M.
 For Straits and London.—Per *Myrmidon* on
 Monday, the 24th instant, at 5 P.M.
 For Shanghai, Kobe, Yokohama, Victoria,
 and Tacoma.—Per *Tacoma* on Tuesday, the 25th
 instant, at 11.30 A.M.

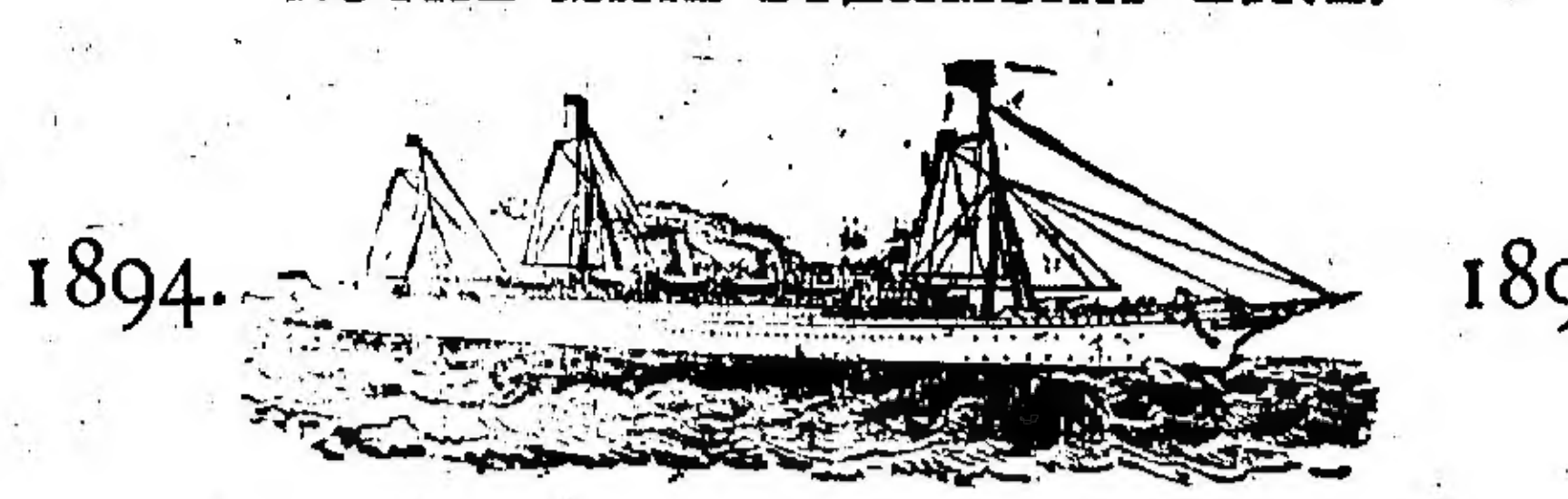
SHIPPING IN HONGKONG.

ACTIV. Danish steamer, 355, H. W. Storm, 17th
 Sept.—Fakhoi 12th Sept., and Hoihow
 16th, General.—Arnhold, Karberg & Co.
AGNES. French steamer, 290—Geo. R. Stevens.
ALAN. British steamer, 1,477, Goodwin, 17th
 Sept.—London 4th August, and Singapore
 11th Sept., General.—Butterfield & Swire.
ALAMOR. British steamer, 2,005, P. Gibson,
 R.N.R., 18th Sept.—Mojl 13th September,
 General.—Tata & Co.
CHERYLA. British steamer, 1,574, R. Case, 14th
 Sept.—Calcutta 29th August, Penang 5th
 Sept., and Singapore 8th General and
 Optium.—Jardine, Matheson & Co.
CHINOTU. British steamer, 1,450, R. Jones, 17th
 Sept.—Kobe 9th Sept., and Mojil 13th, Coal
 and General.—Butterfield & Swire.
CHUSHAM. British steamer, 1,280, Stovell,
 17th Sept.—Saloon 13th Sept., Rice and
 Flour.—Bradley & Co.
DONAR. German steamer, 1,015, B. Grudmann,
 18th Sept.—Katharine 18th Sept., Rice and
 General.—Lauts, Wegener & Co.
EMPRESS OF JAPAN. British steamer, 5,044, Geo.
 A. Lee, R.N.R., 19th Sept.—Vancouver
 27th August, via Victoria, B.C., Yokohama,
 Kobe, and Nagasaki, and Shanghai 16th
 Sept., Mails and General.—C. P. Railway
 and Steamship Co.
ETHIOPIA. British steamer, 1,905, P. J. Miles,
 18th Sept.—Katharine 13th Sept., Coal
 and General.—Bussan Kaisha.
FAME. British steamer, 117, Captain Stopard—
 Hongkong and Whampoa Dock Co.'s tug.
FUSHUN. Chinese steamer, 1,504, W. H. Lunt,
 27th July.—Canton 27th July, General—
 C. M. S. N. Co.
GERA. German steamer, 3,406, B. Blanke, 16th
 Sept.—Shanghai 13th Sept., Mails and
 General.—Melchers & Co.
MALWA. British steamer, 1,450, R. A. Peters,
 14th Sept.—Katharine 18th August, and
 Singapore 8th September, General.—P. &
 O. S. Co.
NANCHANG. British steamer, 1,306, E. Flinlay,
 19th Sept.—Canton 15th September,
 General.—Butterfield & Swire.
NURNBERG. German steamer, 3,207, H. Walter,
 18th Sept.—Yokohama, and Nagasaki 15th
 Sept., Mails and General.—Melchers & Co.
PERA CHOM KLAO. British steamer, 1,021, J.
 Fowler, 15th Sept.—Bangkok 2nd Sept., and
 Kholahong 6th, General.—Butterfield &
 Swire.
PRAYA. 130, Captain MacIsaac—Hongkong
 Government Tender.
RIO. German steamer, 1,109, C. H. Davidson,
 14th September.—Saloon 6th Sept., Rice—
 Wiler & Co.
STRAITS OF DOVER. British steamer, 1,904,
 Holliday, 13th September.—Mojl 6th Sept.,
 Coal—Order.
STRATHIDE. British steamer, 1,700, Forsyth,
 11th September.—Hongay 11th September,
 Coal.—Jardine, Matheson & Co.
TACHISOW. British steamer, 864, H. Deane, 16th
 Sept.—Bangkok 6th Sept., and Koh-ni-
 chang 10th, General.—Yuen Fat Hong.
TAMARIND. Norwegian steamer, 736, S. Caster-
 berg, 18th Sept.—Canton 18th September,
 General.—Chinese.
YOUNG. Chinese steamer, 760, R. E.
 Harris, 12th August.—Amoy 10th August,
 General.—C. M. S. N. Co.

SAILING VESSELS.

CALES CURTIS. American schooner, 34, Braks,
 5th June.—Yap (Caroline Islands) 20th
 May, General.—Order.
COMET. Nicaraguan barque, 600, J. Kirk, 26th
 June.—Manila 15th June, Saigon—Shewan
 & Co.
GEORGE T. HOMER. American ship, 1,247, C.
 Homer, 31st August.—Yokohama 4th Aug.,
 Ballant.—Shewan & Co.
H. HACKETT. German bark, 1,240, T. W. Hil-
 ling, 2nd August.—Cardiff 8th March,
 Coal.—Melchers & Co.
LYR. American ship, 1,181, Lowell, 26th August,
 San Francisco 12th June, General—
 Shewan & Co.
JAPAN. Italian bark, 306, Bartolomeo Guar-
 dia, 12nd June.—Callao 2nd April, Ballant.
 —Order.
LILLIAN L. ROBERTS. British ship, 1,600, E. E.
 Robbins, 12th Sept.—New York 21st April,
 Petroleum.—Order.
LUNA. German bark, 461, Albrecht, 5th August,
 Albany (W.A.), 13th June, Sandalwood—
 Jardine, Matheson & Co.
MATTHEW. British bark, 400, 2nd August, 1893,
 John Williams, 4th Sept.—Shanghai 28th
 August, General.—Wiler & Co.
OTAGO. British bark, 336, Danborough, 4th
 Sept.—Newchwang 5th July, Beane—
 Wiler & Co.
SUNSHINE. British ship, 1,500, Gibson, 26th
 July.—Shanghai 15th July, General—
 Shewan & Co.
SUNSHINE. American ship, 2,400, Sewall,
 15th July.—New York 15th March, Petroleum
 Oil—Routen, Procter & Co.
THEODORUS. British bark, 377, Winchester,
 10th Sept.—Shanghai 9th Sept., Ballant—
 Order.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
 AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN. Comdr. G. A. Lee, R.N.R. WEDNESDAY, 3rd October.
EMPRESS OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 31st October.
EMPRESS OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
 JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
 TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
 FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
 made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
 passengers to Great Britain and the Continent are given choice of.
 Passengers booked through to all principal points and AROUND THE WORLD. Return
 tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. Return
 SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
 Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan
 Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
 via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
 £100.
 The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
 (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
 (the Company having received the highest award for same at recent Chicago World's Exhibition)
 and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
 Line passes.
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
 the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to—

D. E. BROWN, General Agent,
 Pedder's Street.
 Hongkong, 5th September, 1894.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 2nd October, at 1 P.M.
Pera (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 20th Oct., at 1 P.M.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 7th Nov., at 1 P.M.

THE U. S. Mail Steamship "CHINA"
 will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on TUESDAY the 2nd October, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, San Pedro de Macoris, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. on day of sailing. All Parcel Packages should be marked to address to full name of owner, and be accompanied by consignment note, and be accompanied by consignment note, and be accompanied by consignment note.

P. BLACKHEAD & CO.,
 SHIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS.
 PRAYA CENTRAL, HONGKONG.
SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
 &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
 Hongkong, 14th July, 1894.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
Tacoma Tuesday September 25th.
Sikh Tuesday October 16th.
Victoria Tuesday November 6th.
Tacoma Tuesday December 11th.
Sikh Tuesday January 1st.

THE Steamship "TACOMA."

Captain Victor Perkes, sailing at Noon, on TUESDAY, the 25th September, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE & YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
 Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.
 For further information as to Passage or Freight, apply to
DODWELL, CARILL & Co.,
 Agents.
 Hongkong, 28th August, 1894.

[4]

For Sale.

FOR SALE.

PILSENER LAGER BEER,
 EXCELSIOR BRAND,
 Light and Refreshing.